

JITNEY CARS HERE.

Topeka Starts Auto Bus Line in Opposition to Street Railway.

It's here. The "Jitney" auto car service has made its first appearance in Topeka. K. H. Hammett and F. E. Griffie of the West Eighth avenue, began running a "jitney" car service from Eighth and Kansas avenue south to Tenth avenue, and then west to Morris avenue.

Hammett and Griffie have one car in the service now, and if the public shows that it wants the autos, another larger car will be installed in the service.

Regular schedules are maintained during the day from 7 o'clock in the morning until late in the evening. More than twenty-five trips were made the first day. And all those riding in the auto were well pleased. Eighty-five passengers were hauled.

Passenger time can be made than by using the street cars, as fewer stops are made during the trip and only a few passengers are carried each trip. The car used is a twenty-horsepower, five passenger Maxwell. No breakdowns or unnecessary stops were made during the first day of the service. Thursday night the machine was given a thorough inspection by the driver and it seemed none the worse for having made twenty-five trips.

Mr. Griffie said this morning: "So far the service is a paying proposition, and as long as it is so, we intend to keep it a going."

The "Jitney" is the name applied to a public service automobile which carries passengers over a certain regular route for a fare of five cents. The word "jitney" is a colloquialism in Southern California for "nickel" or "five cents." The Jitney buses in this country seem to have started in Los Angeles, where several hundred of them are now in use, and have proven convenient to the public and profitable to the operators. In London, the public traffic is cared for very largely in automobile buses almost to the exclusion of street cars in the main thoroughfares.

A "Jitney" may mean an ordinary automobile carrying only four passengers and the driver, it may mean an automobile bus holding from fourteen to forty passengers, some of whom may ride upon the top of the car.

About ten days ago, the first "Jitney" was started in Kansas City by an individual who drove a four passenger car. It at once became popular, and other people with other cars took up the business and new routes were established until now forty-five different routes are in operation in Kansas City. The receipts of one car were \$10 and the earnings of another one \$11 one day this week.

The Jitney service is encouraged and really brought about by the failure of the street car company to meet the demands of the public by giving inadequate service, especially during the rush hours of the day.

It is a daily occurrence in Topeka for patrons of the street car line, leaving the downtown districts for their homes between five and six o'clock in the evening, to be compelled to stand up in the aisles or upon the seats of the crowded cars. It is not unusual for passengers to be literally packed in "like sardines."

It is difficult for the ordinary citizen to comprehend such a policy upon the part of the street railway company and to understand why extra cars, or trailers, are not run during the rush hours and each passenger provided with a seat. Tired people become more and more impatient by being compelled to ride under uncomfortable and distressing conditions.

Topeka is fortunate as a whole in having good street car service, with comfortable cars, well heated and well routed, but a reform during the hours of heaviest traffic is badly needed.

What about the motto: "He profits most who serves best?" The "Jitney" service has created, in the cities where it has been established, a demand for "used" or second-hand auto mobiles. Topeka may not be sufficiently large for an extensive successful "Jitney" system, but it is large enough to secure adequate car service over its principal thoroughfares.

AMERICA'S NEED.

(Continued From Page One.) of registry for foreign-built vessels has been given. It is hardly a drop in the bucket. Up to the week ending December 28, 1914, American registry has been granted 160 vessels, therefore operated under foreign control, aggregating 273,840 gross tons. This is not enough to prevent present congestion and holds out little hope for the supply of further needs.

"American cost of ship construction is from 50 to 100 per cent higher than that abroad and, according to a reported statement of Captain Robert Dollar, who operated ships in both domestic and foreign trade, it costs about \$17,236 more a year to operate a ship of 2,000 tons under the American than under the British flag. These are the disadvantages under which our foreign trade laborers.

"There are but two resources; one a merchant marine owned and operated by the government; the other a merchant marine provided by and for the people.

"The former just now urgently advocated, is an unwise—and would be certainly a disastrous—experiment. Aside from the complications, almost certain to drag us sooner or later into the European conflict, owing to the uncertain and conflicting claims of national neutrality, this policy would be followed by the government.

"The Panama Railway. What is the prospect in this case, of economical management and of those lower rates which the advocates

of the plan hold out as a bait for its adoption? We have an exact measure of the fact in some comparative railway statistics. The Panama railway is entirely owned and operated by the United States. Like most of the lines of the isthmus it has been handled by honest and competent men in their several lines. We have its official report for the year ended June 30, 1913, to be compared with the statistics of all the railways of the United States for the same period. The rate on the Panama line was 3.48 cents per ton mile, as against 7.54 of a cent for all the railways of the United States. That is, the government rate was almost five times the rate made by private enterprise over the entire country."

Redfield Replies. Secretary of Commerce Redfield replied to the paper of Mr. Hill, which he said was based on surmises and not facts. "What does it mean," he said, "to speak of the complications almost certain to drag us sooner or later into the European conflict? It has been advertised all over America that there would be trouble if the government bought German ships."

"I have here an offer to sell the government twelve large English ships available immediately. Did anybody raise the question that there would be international complications if we bought these English ships? We have had offers to sell the government French ships available immediately. Has anybody raised the question of international complications if we buy the French ships?"

"I gave to a merchant in Louisville yesterday a letter from the English ambassador, saying there was no objection to his purchasing a German ship to be used in the South American trade. Why have we here in America so much the habit of criticizing first and getting the facts next? Why has not somebody asked me a single question as to the truth in these matters before body after body has published statements which are full of dreams? "Last week we could get English ships immediately—buy them by cable; I have the proposition here now. I am setting myself to being told not to do certain things which we never thought of doing. The Panama Steamship company earned a profit of \$24,000 from its steamship operation in the twelve months ending June 30. That was after charging 6 per cent per annum depreciation on the ships owned by the company. In addition it is after amortizing all the extra repairs."

"Extortion is closing American factories today and causing cable stop orders at the time of our biggest opportunity. The cynical violation of written contracts by shipping companies makes the robber of the middle ages look like a public benefactor."

"I have the contracts in my hand and I have letters from the ship companies to the shippers, violating these contracts and raising shipping rates from 300 to 400 per cent. In many cases the shipping companies refused to carry goods at all."

"Shipping companies today are doing things that would make a railroad man in jail," Mr. Redfield said.

The papers concerning other shipping topics read at the convention Mr. Redfield branded as "full of statements based mostly on surmise."

"The paper on the cable administration to hold up what we would do," he declared, "but when I ask them what they would do, I get only silence. When I ask opponents of the shipping bill: 'What do you propose to do?' they give primary interests an American commodity? I get no answer."

"He then reminded the convention that he had said at other places that if private individuals succeeded in caring for American sea commerce the administration would say: 'God bless you, and keep it hands off.'"

WOULD MAKE RECORD

(Continued From Page One.) ment, leaving the minor appropriation bills for the last of the session. The heavy appropriations will be for the discharging of the state's business institutions. Then will follow the executive, judicial and claims and accounts bills.

Let Republicans Worry. The party in power always carries the responsibility for increased appropriations. For that reason the Democrats will doubtless permit the Republicans to do most of the worrying about appropriations at this session.

There are some twenty appropriation bills in the hands of the ways and means committee at this time. Hearings on these bills will be held by the house committee during the next two weeks.

The possible attitude of the house committee was indicated today by Chairman Keene who declared that the knife would be used wherever possible, and that the retrenchments would not impair the efficiency of the institutions.

"I believe the appropriations will be held down to the lowest dollar absolutely necessary to conduct the state's business," said Keene. "That does not mean an impairing of the efficiency of the state institutions. They should have enough money to maintain themselves, but this is not the proper year for luxuries and there will be few unnecessary items in the appropriation bills."

Keene believes in the trimming of some of the big items in the state's expense account. He said that the state house for example, "it would cost comparatively little to light the building and repair the walks and grounds. Yet the legislators have been cutting out these little items and become reckless in the expenditure of a half million dollars. A dozen small improvements would be better for Kansas than one unnecessary building that costs a million dollars."

What's in a Name? "Did I looker-on at the fight go home in the interim?" "No, sir; he went home in the ambulance," Baltimore American.

First Vag—"I had a rude awakening this morning." Second Vag—"How?" "F. V.—'A cop raps me wid his hand' and says 'Get up, you bum.'"

Buffalo Express.

"BLIND MAN'S BUFF"



STATE OFFICER IMPLICATED

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motion being already recorded in the official journal of the senate. Protests at the provision of the resolution requiring senators to file with the president of the senate all letters and telegrams relating to the bill in question, were followed by parliamentary entanglements which prolonged the preliminary scuffle over the Troutman resolution until after the noon hour, when adjournment was taken. The senate will probably adjourn early this afternoon until Monday morning.

People Should Know. Speaking on an amendment proposed by Senator Howe of Abilene to modify the provision requesting that senators divulge all their correspondence on the subject of the bill, Senator Troutman declared:

"If the mutual insurance companies of this state claim a proprietary interest in the insurance, department of Kansas I think it would be well for this senate to know it. Senators of this legislature during the past twenty-four hours have been receiving messages by hours have been receiving messages by the legislature against the passage of senate bill No. 46. That bill relates exclusively to the method of selecting a superintendent of insurance. If there is a lobby organized in this state for the purpose of controlling the action of this legislature on bills relating to this office I believe the public has a right to know it."

Senator Bowman, Democrat, from Anderson, spoke to the effect of the purpose of controlling the action of this legislature on bills relating to this office I believe the public has a right to know it."

A disposition prevailed among members of the majority side of the senate to push through the Troutman resolution and help along the investigation. Yesterday there was an eventful bill in the senate, "play horse" with it for purely caucus purposes among the Democrats. It looked like a good chance to show the minority side how easily the majority could hold the reins of the legislature in the lower house on administration matters.

"Today in the light of the flood of telegrams trying to carry effect, and with Troutman's demand for an investigation, the Democratic side was prompt in getting out from under any suspicion of co-operation with the alleged insurance lobby. Some of the members of both sides protested at the idea of turning their correspondence over to the lieutenant governor, claiming it was a violation of privacy. Others on the side took the opposite side. But there will apparently be no party division over the question of an investigation unless some new element is injected into the situation."

Many members declared their astonishment at the flood of messages with which the senate has been swept and their willingness to go to the bottom of any assertion that it was the result of an organized effort on the part of insurance men to influence legislation.

On the floor of the senate Senator Troutman demanded to know if the president of W. B. Gasche in the senate Thursday had anything to do with the proposed request made to him by Superintendent Carey Wilson that he delay action on the telegrams which so many senators have received.

Gasche, who is president of the Alliance Co-operative Insurance company of Kansas, an alliance of mutual companies extending throughout the state, had been on the floor of the senate Thursday.

Steamer Maryland Burns. Baltimore, Jan. 2.—The Chesapeake bay steamer Maryland was burned to the water's edge off Magdohy river, early today. So far as known all on board were saved by other craft and brought to this port. The Maryland was owned by the Baltimore, Chesapeake & Atlantic Railway company and plied between Baltimore and Choptank river landings.

RUSSIANS NEAR BORDER

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fer to the attempted Austrian offensive. Other news dispatches tell of the movement of Austrian reinforcements aimed to check the Russian advance. In the western arena of the war the battle at Soloniss still ranks as the only great conflict during many weeks. There has been fighting at many points, but a trench here and a few yards more is all that either side has gained. If the German plan is a renewed general offensive or a serious concentrated attack at some strategic point it has not yet materialized.

The Turks claim to have arrested the Russian advance in the Caucasus, but they give no details. The British press continues to assert that the proposed Turkish invasion of Egypt is doomed to failure, but it gives credence to many reports that such an invasion surely will be attempted.

TO KEEP POLITICS OUT

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legislatures by said governors to further the political aims of such governors in their senatorial ambitions, thus making of legislation a bartering of the people's interest for personal advantage, to the detriment of the public service and to the chagrin and disappointment of the people themselves. "Therefore, be it resolved by the senate, the house of representatives concurring therein, that we hereby request our members of congress from Kansas and instruct our United States senators to vote for such changes in the United States constitution as will prevent a governor of any state from being elected United States senator in congress until after the expiration of two full years from the end of the term for which he was elected governor."

"Resolved further, That a copy of this resolution signed by the president of the senate and attested by the secretary of the senate, be transmitted to each of the members of congress from Kansas and each of the United States senators."

Carothers Joins Villa. El Paso, Jan. 2.—Word was received here early today that George O. Carothers, special agent of the American state department, had joined the Villa's headquarters in the field below the city of Chihuahua.

BAN ON GAG RULE.

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reports from the closed caucuses exaggerated the situation. Now he will urge the open door policy and admit newspaper reporters and the general public to the meetings of the strategy board. At the speakership caucus last week, Stone insisted on an open session after a motion had been made to close the doors and banish the news writers. "I am in favor of opening the doors to all of our meetings and propose to raise the question at our next meeting. There is no doubt that because of the fact that the caucus was not open to the public that exaggerated reports concerning the proceedings were circulated."

There are several house members, however, who are opposed to the Stone idea of an organized effort on the part of newspaper reporters and the public, that the sessions might be held in connection with the regular sessions of the legislature. They argue that the idea would result in revealing their plans to the common enemy, the Democrats, and that every intent and purpose of a conference of party leaders would be destroyed.

But Speaker Stone will insist on a change in the present policy. He won his fight for an open speakership caucus in 1912, and he will insist on a test of strength.

Calls for More Recruits. London, Jan. 22.—William Morris Hughes, the acting premier of Australia, has issued an appeal for more recruits, says the Melbourne correspondent of Reuters Telegram company.

"Every available man is needed for the front as soon as possible. The German power is not yet shattered and remains resolute with its strength unimpaired."

How Spartans Kept in Trim.

The ancient Spartans paid as much attention to the rearing of men as cattle dealers in this country and England, in modern times, do to the rearing of cattle. They took charge of firmness and looseness of man's flesh, and regulated the degree of fatness to which it was lawful, in a free state, for any citizen to extend his body.

Those who dared to grow too fat or too soft for military exercises and the service of Sparta were soundly whipped. In one particular instance, that of Naucles, the son of Polytus, the offender was brought before the Ephori and a meeting of the whole people of Sparta, at which his unlawful fatness was publicly exposed, and he was threatened with perpetual banishment within the regular Spartan compass, and give up his culpable mode of living, which was declared to be more worthy of an Ionian than a son of Lacedaemon.—Philadelphia Inquirer.

Raiders Were Zeppelins.

Copehagen, Jan. 22.—Messages received here from Berlin declare that the airships which raided England the night of January 20 were Zeppelins of the latest type. They went forth from a second base on the German frontier, carrying a full complement of men, heavy guns and ammunition.

Goshorn Eliminates Creamer.

R. E. Goshorn eliminated Wm. Creamer from the pocket billiard tournament at 814 Kansas avenue Thursday night by defeating him 100 to 39. Creamer's nerves seemed to desert him and he never had a chance from the break. Carl Anderson and Jack Hunkate play tonight.

British Steamer Torpedoed.

London, Jan. 22.—The British steamer, Durward, says a Rotterdam dispatch, R. Reuters Telegram company, has been torpedoed by a German submarine. The crew was saved. The crew took to the boats and reached the lights from which a Dutch pilot boat conveyed them to Rotterdam.

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TODAY'S MARKET REPORT.

Chicago, Jan. 22.—WHEAT—Terrorist rains said to have fallen in Argentina had no effect today on wheat. Lihell hood that the movement of the Argentine crop would be still further delayed tended to encourage the bulls. There were also advices of heavy new export sales at the United States seaboard. After opening a bull market, the market here made a decided advance all around.

After a brief reaction, prices climbed higher than before. The close, however, was easy at 1/2¢ off to a shade advance, compared with last night.

CORN—Corn rose with wheat and as a result of western storm. Offerings were light. The opening, which ranged from 1/2¢ decline to a gain of 1/2¢, was followed by a moderate general upturn.

Later the market touched the highest price in its range, 7 3/4¢. May Rural commission notices showed a material decline. The close was unsettled at 1/2¢ to 1/2¢ net advance.

OATS—Bullish reports from Argentina counted against the bears in oats. Estimates on the Argentine exportable surplus were reduced nearly one half. With this week came a halt in the selling and some slight recovery from the low level.

Kansas City Grain Market. (The range of prices for grain futures on the Kansas City Board of Trade as reported by Thos. J. Myers, broker, Columbia Bldg.)

WHEAT—	Open	High	Low	Today's	Close
May	1.00 1/2	1.01 1/4	1.00 3/4	1.00 3/4	1.00 3/4
July	1.00 1/2	1.01 1/4	1.00 3/4	1.00 3/4	1.00 3/4
CORN—	May	.75 1/2	.75 1/4	.75 1/4	.75 1/4
July	.75 1/2	.75 1/4	.75 1/4	.75 1/4	.75 1/4

Chicago Grain Market. Chicago, Jan. 22.—WHEAT—Close: May, 1.00 1/2; July, 1.00 1/2.

Deliveries: May, 79,467 1/2; July, 79,467 1/2. OATS—May, 74 1/2; July, 74 1/2. PORK—January, 31.25; May, 31.25. LARD—January, 31.25; May, 31.25. SHORT RIBS—January, 31.25; May, 31.25.

Liverpool Grain Market. Liverpool, Jan. 22.—WHEAT—No. 1 Manitoba, 1s 4d; No. 2, 1s 3d; No. 3, 1s 2d; No. 4, 1s 1d; No. 5, 1s; No. 6, 10d; No. 7, 9d; No. 8, 8d; No. 9, 7d; No. 10, 6d; No. 11, 5d; No. 12, 4d; No. 13, 3d; No. 14, 2d; No. 15, 1d; No. 16, 10d; No. 17, 9d; No. 18, 8d; No. 19, 7d; No. 20, 6d; No. 21, 5d; No. 22, 4d; No. 23, 3d; No. 24, 2d; No. 25, 1d; No. 26, 10d; No. 27, 9d; No. 28, 8d; No. 29, 7d; No. 30, 6d; No. 31, 5d; No. 32, 4d; No. 33, 3d; No. 34, 2d; No. 35, 1d; No. 36, 10d; No. 37, 9d; No. 38, 8d; No. 39, 7d; No. 40, 6d; No. 41, 5d; No. 42, 4d; No. 43, 3d; No. 44, 2d; No. 45, 1d; No. 46, 10d; No. 47, 9d; No. 48, 8d; No. 49, 7d; No. 50, 6d; No. 51, 5d; No. 52, 4d; No. 53, 3d; No. 54, 2d; No. 55, 1d; No. 56, 10d; No. 57, 9d; No. 58, 8d; No. 59, 7d; No. 60, 6d; No. 61, 5d; No. 62, 4d; No. 63, 3d; No. 64, 2d; No. 65, 1d; No. 66, 10d; No. 67, 9d; No. 68, 8d; No. 69, 7d; No. 70, 6d; No. 71, 5d; No. 72, 4d; No. 73, 3d; No. 74, 2d; No. 75, 1d; No. 76, 10d; No. 77, 9d; No. 78, 8d; No. 79, 7d; No. 80, 6d; 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